

REPORT

of the

Sixth Annual CONVENTION

of the

HUDSON BAY ROUTE ASSOCIATION

*held in the City Hall, Prince
Albert, Saskatchewan
February 2nd, 1949*



"Buy British"
Export and Import Via Churchill

Hudson Bay Route Association

OFFICERS 1949

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Hon. L. F. McIntosh and Colonel F. J. James,
Regina, Sask.

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Mr. W. G. Streeton, Plunkett, Sask.

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Mr. Frank Eliason, Saskatoon, Sask.

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Mr. Cameron McIntosh, North Battleford, Sask.

Mr. W. A. Richford, Chelan, Sask.

Mr. Thomas Bobier, Wheat Pool Bldg., Regina, Sask.

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Mr. Alfred Cooper, Swift Current, Sask.

Mr. A. J. Hansen, Prince Albert, Sask.

Mr. J. G. Knox, Moose Jaw, Sask.

Mr. J. S. Woodward, Saskatoon, Sask.

Mr. F. T. Appleby, Saskatoon, Sask.

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Mr. R. H. McNeill, Kississing, Man.

Mr. R. N. Russel, Athabaska, Alta.

Head Office: 921 Ave. F. North, Saskatoon, Sask.

Report of the Sixth Annual Convention of the Hudson Bay Route Association, held in the City Hall, Prince Albert, Saskatchewan, February 2nd, 1949

The Convention was called to order at 10 a.m.

His Worship Mayor J. M. Cuelenaere extended welcome to the Convention, and presented the President, Mr. W. G. Streeton with a gavel and the key to the city for the duration of the Convention. The President thanked the Mayor for his fine address of welcome and presented the Agenda to the Convention, which was approved.

President's Address

Ladies and Gentlemen:

It gives me great pleasure to welcome you to the Sixth Annual Convention of the Hudson Bay Route Association. I was delighted when at our last Convention held in Regina the choice of the 1949 Convention was to be held in this historical City of Prince Albert, whose citizens have done so much to help further the Development of the Hudson Bay Route and Port Churchill. I am pleased to say that the interest of this great project is increasing throughout the Three Western Provinces. This is no doubt due in part to the increase in Exports and Imports over the Hudson Bay Route which we have experienced during the past two years and also to the work of our field men who have brought the problem of Transportation to the attention of many of our people and have explained the Savings that can be made by making use of our own Western Outlet to the Markets of the World.

However, at the beginning of 1948 the outlook was not too encouraging but with good weather conditions during the Harvest last Fall Five Million Three Hundred Thousand Bushels of Grain was Exported from the Port of Churchill, also the largest Tonnage of Imports were brought in last season.

Unfortunately due to the financial conditions in the United Kingdom there was no Lumber Exports during 1948. But we hope arrangements can be made whereby ~~Lumber will be Exported to the United Kingdom during the 1949 season.~~

Our objectives for 1949 are briefly to secure increased Storage Elevator space in areas tributary to Churchill, lower Insurance Rates, lengthening of the Shipping Season. This will mean greater savings on Wheat shipped through the Port of Churchill, more volume over the Hudson Bay Railway, which will mean greater savings and more Imports of British Goods. We must encourage Northern Development of our Natural Wealth. To accomplish this

there must be ways and means found to encourage people to make homes in our Western Lands, on the Prairies as well as in the great North with its immense undeveloped Resources.

✓ It is the aim of this Association, not only to promote the Development to full use of the Hudson Bay Route as such but realizing the importance to our Western Economy of a General Development of the Natural Resources in the North we will do all within our power to assist Governments and other interested agencies in efforts to secure extension of necessary Transportation Services which are essential to Proper Development of the entire North Land.

I have attended and spoke at several Conventions and Public Meetings during the past year, and attended, with the Executive, meetings dealing with important matters that required attention. The work of our Secretary, Mr. Frank Eliason, has been very heavy during the past year. He has had to give all his time to this work. I am sure you will have a better idea what this work means when you hear his Report.

In conclusion I wish to take this opportunity to thank the Saskatoon Board of Trade, the press and the radio for the splendid support they have given this Association during the past year. And I am sure that we shall have a very successful Convention.

Secretary's Report

ORGANIZATION

Following the Annual Convention which was held in the City of Regina on March 17th, 1948, the Executive planned an Organization Campaign to cover the Three Western Provinces. It was necessary to provide Directors and Organizers with informative literature and a total of 33 thousand copies of pamphlets were prepared and purchased for distribution. 5,000 Circular Letters have been mailed to our contacts and approximately 4,500 pamphlets were distributed at the Exhibitions at Regina and Saskatoon and also at the Convention of Urban Municipalities. We also conducted a booth at Swan River, Manitoba, with good results. We prepare newspaper and radio publicity which is considered necessary from time to time and News and Radio Services has been very generous to us as regards time and space, all of which is much appreciated. A summary of the publicity which the Hudson Bay Route has received mainly through efforts of our Association is contained in a folio prepared by the Trans-Canada Public Relations of Winnipeg which is available for your perusal. We also prepared and delivered broadcasts over the Re-

gina, Saskatoon, Prince Albert, Yorkton and Moose Jaw stations urging support of the Route and the Excursion to Churchill.

Efforts have been made to extend the Organization in the three Western Provinces. In Saskatchewan our membership has increased substantially through the work of Mr. Samuel Smith, our Field Representative and the efforts of the Directors.

In Manitoba Director Mr. W. A. Richford secured a large membership in the North-West part of the province. His work will be followed up by Mr. Smith this Winter. In the Province of Alberta, Mr. F. T. Appleby of Pinkham, Sask., carried on organization work during the months of June and July and was quite successful in building up membership particularly in the City of Edmonton and North to the Peace River district.

Our Field Men has also secured 1,500 signatures to petitions in support of the Development of the Hudson Bay Route which will be submitted to the Federal authorities in due course.

We hope to be able, by organization and publicity and by continued efforts to increase Exports and Imports via Churchill to eventually realize our aims to Develop the Hudson Bay Route to its full use.

EXPORTS



During the spring and summer season every effort was made to secure Exports for the 1948 Navigation Season, but upon arrival at Churchill on August 8th, I was informed that while six ships were expected to arrive there was only sufficient wheat in the elevator to fill four cargoes. We were told however that 50 carloads were in transit and as harvest was proceeding favorably in the Northern areas it was hoped that about Four Million Bushels of Wheat would be Exported before close of Navigation. This low figure was widely published and it served to steal my determination to if at all possible bring the 1948 volume at least up to the 1947 figures. Consequently wires were dispatched to the authorities in which reference was made to the splendid crop in districts tributary to Churchill and reference was made to a definite promise by the Minister of Transport that "as large a volume as was practically possible would be Exported through Churchill."

We do not know what actual effect our representations had on the authorities but the Port closed on October 8th with 15 cargoes totalling 5,314,342 Bushels Exported this season.

One reason why it is difficult to secure larger shipments of wheat via Churchill is the lack of adequate Elevator Storage at Churchill and in the Farm Areas tributary thereto. The Terminal Elevator has a storage capa-

city of Two Million Five Hundred Thousand Bushels. Loading facilities were built on what is known as the Rapid Transit Delivery System and the Elevators were constructed so that approximately 50 Million Bushels of Wheat could be put through during the Navigation Season. This means that Wheat Shipments over the Hudson Bay Railway must be very well organized and that the necessary Storage is available so as to ensure continued shipments during the entire season.

Unless a large Storage Elevator is built in the area tributary to Churchill, shipments by rail must depend on the ability of country elevators to load cars quickly so that trains can be made up and reach Churchill in time for the arrival of ocean freighters. At present the Canadian Wheat Board is unable to guarantee that wheat will be in position to fill cargoes which may be available because they depend on being able to do so from the farms during the harvest period and the British authorities can not arrange for cargoes unless they have assurance that wheat will be in position to load upon arrival of the ships.

In July, 1948, I made inquiries in an effort to ascertain the British attitude towards Port Churchill, and I received a reply from the office of the High Commissioner for the United Kingdom at Ottawa from which I quote:

"In the first place your Association may rest assured that, so far as the United Kingdom authorities are concerned, they are anxious to make use of the facilities of Port Churchill to the fullest practicable extent. In your letter to the Chancellor you referred especially to Shipments of Wheat. A representative of the United Kingdom Ministry of Transport has had discussions with the Canadian authorities in Ottawa about Shipments of Wheat from Churchill, as a result of which it is hoped that these shipments should in 1948 be about the same as in 1947, although, if the crop is late, the quantity may have to be reduced. Tonnage for the first 54,000 tons of wheat has in fact already been arranged by the Ministry of Food, but they cannot arrange for more until they have more information about the movement of Wheat into Churchill."

The importance of adequate Elevator Storage is evident and the Association must continue its efforts to remedy the present situation. A comparison of costs involved in shipments of wheat via the various routes is interesting as will be noted by the following:

In moving wheat from Saskatchewan to England via the Great Lakes we have a three-way movement—

1. Via Lake and Rail 58.037 cents per bushel
2. Via all Water to Transfer Points 56.671 cents per bushel
3. Via Lake and Rail to Halifax and St. John 59.605 cents per bushel
(17½ million Bushels were shipped via Maritimes Ports in 1947-48).

The cost of Exporting Wheat
via Vancouver to England is . 59.659 cents per bushel
The cost via Churchill is . 45.959 cents per bushel
Subtract cost via Churchill from costs via other
routes to ascertain savings.

Your Executive also have in mind the possibility of transporting grain to the Maritimes which is now inclusive of the province of Newfoundland. We are advised that there is a potential market for 100,000,000 bushels of grain in the Maritimes. This may prove to be of considerable value to the West in these days of uncertainty. Transportation costs via the Great Lakes is prohibitive but Rail and Water Transportation via Churchill should be substantially lower and it should be possible to establish a two-way traffic from the Hudson Straits south along the East Coast to the Maritimes and the U.S.A. We are corresponding with Newfoundland leaders in this matter and hope for results.

It is also well to bear in mind that the Freight Revenue for the Hudson Bay Railway, which is 12.60c per bushel from Saskatoon to Churchill, go a long way toward reducing the operation deficit of the railway. During the 1948 season this revenue amounted to \$669,607.08 on Wheat Shipments.

LUMBER

The Export of Lumber via Churchill is of great importance both to Trade with Britain and to provide a revenue for the railway and port. A cargo of Saskatchewan spruce will net the producer approximately \$263,000 and freight revenue to the railway of \$43,000. Orders for two cargoes were secured in 1948 but owing to the dollar shortage the monetary authorities would not O.K. the deal. Two more cargoes are assured again this year but the final confirmation depends again on the currency situation. Relative to the facilities for loading lumber at Churchill and conditions in general, I have a letter from one of our leading exporters from which I quote:

"In 1948 we had two cargoes of five million feet each lined up, but this deal finally fell through, because of dollar shortage.

"For 1949 we have one cargo of five million feet definitely available and firmly offered to the British Timber Control. We are given to understand by our U.K. agents that the price is satisfactory and that the specifications are most desirable — badly needed for wagon boxes (car material) and in fact it is a specification that cannot be duplicated for widths and lengths in Eastern Canada. This Northern Saskatchewan and Manitoba white spruce is most desirable in the U.K. market.

"Naturally, I am very anxious to put this transaction together. I have had considerable personal experience in

shipping lumber out of Churchill and I know that it is a real good port through which to handle lumber. I have had plenty of experience in Vancouver, Quebec, and Montreal, and I prefer Churchill. The capacity of the Port is not great, because the season is so short, but we can handle each year two five-million cargoes of lumber and if this transaction is completed I am quite convinced that The Pas Lumber Company, who have been our largest suppliers through that Port will be interested in an additional cargo next May or June, when The Pas mill is in operation, for shipment in October.

"Regarding the vessels. I am informed that Dalglish of Newcastle-on-Tyne, who handled the last cargo, will undertake to handle one or two cargoes in 1949."

The question arise, what can this Association do about the currency situation.

IMPORTS >

We are greatly encouraged by the attitude of some of the larger Importers of British Goods who are definitely with us and backing the Association. Imports via Churchill is increasing from year to year. There are some difficulties to overcome of course but we have reason to believe that the Western Committee, the Provincial Director of Trade Services, Mr. W. J. Hansen, the British Trade Commissioner, the Overseas Trade Representative of the Provincial Government, Mr. Graham Spry, and that staunch supporter of the Hudson Bay Route, Mr. Peter Dalglish, President of the Dalglish Steamship Line, working as they are in close co-operation will be able to remove the obstacles which are now in the way of buying British Goods freely.

We have a right also to expect every assistance in this matter from the Federal Foreign Trade Division. A pamphlet is available in which is outlined many of the benefits of Imports via Churchill to Western Consumers.

FREIGHT RATES >

From information available your Executive has arrived at the conclusion that Freight Rates on the Hudson Bay Railway are out of line with rates on other roads, but we were for some years unable to ask for readjustments because the Hudson Bay Railway was held as being under construction and therefore did not come under the jurisdiction of the Board of Transport Commissioners. This has now been changed and we have an opportunity to make our representations. Mr. R. H. McNeill, our Manitoba Director, has prepared a submission which is now under review by the Provincial Director of Freight Services and will be presented to the proper authorities at an early date. Your Board appreciate the assistance of Mr. McNeill in this matter. It involved a tremendous amount of work which was done at no cost to the Association.

The Freight Service Department has also been very helpful and working in close co-operation with them we hope for good results. All that we ask is that the rates be properly equalized so as to place the railway upon a fair competitive basis.

INSURANCE RATES

We understand that Lloyds of London control all Marine Insurance Rates and that because of the shortness of the Navigation Season at Churchill and the presence of Ice in the Bay and Straits, Marine Insurance is higher than other Routes. Various committees and commissions have delved into this problem and has recommended that if necessary aids to navigation is provided, Marine Insurance may safely be reduced to a competitive basis. Reference: "The report of the Hudson Strait Expedition 1927-28", and "the fifth report on Hudson Bay Marine Insurance Rates 1934." Submitted by Right Hon. J. Ramsey McDonald.

Mr. W. J. Hansen, Provincial Director of Trade Services, now has this matter in hand and is working in co-operation with Mr. Peter Dalgliesh and the Government's Trade Representative, Mr. Graham Spry, in London, England. These men are also making every effort possible to secure the lengthening of the Navigation Season. Both Exporters and Importers insist that the first shipment arrive about the middle of July and the last leave about the middle of November in order to make fullest possible use of the Route. It is confidently hoped to arrange for regular sailings which will make it possible to place definite orders and undertake large commitments. We appreciate the assistance received from the large importers in this matter.

THE ESSAY

In an effort to get young people interested in the general development of our great North the Association is sponsoring an Essay on the topic: The Hudson Bay Route as Western Canada's practical and economical Trade Route to British and Continental Markets. This competition is open to students in grades 10, 11, 12, and the Essays must be mailed to the Normal School in Saskatoon before February 15th. 800 principals of high schools have been sent circular letters and literature on this Essay, and we hope for a good response. The Association is offering cash prizes and will contact school units in an effort to secure a free trip to Churchill for the winners. Director Mr. W. A. Richford is in charge of this project.

THE EXCURSION

As has been the case in previous years the Excursion sponsored by the Saskatchewan Government this year proved to be most popular and we hope that these Excursions which provide the Western people with the opportunity to visit their own Port will become annual affairs. The Association is of the opinion that the American Ex-

cursion which has been an annual affair for many years might be routed along the East Coast by Boat via the Hudson Strait. There will no doubt be some opposition but we do not think that insurmountable, and representations in this matter will be made to the authorities at an early date.

MEMBERSHIP

We are pleased to report a substantial increase in Membership, as the following figures will indicate:

	In 1947 No.	In 1948 No.
Personal Memberships	183	1,073
Business Concerns	27	811
Rural Municipalities	58	79
Towns	8	11
Villages	7	13
Cities	2	5
Boards of Trade	10	16
Local Co-Operatives	6	9
U. F. C. Locals	12	8
Wheat Pool Locals	10	6

We received financial assistance from the following:

Saskatchewan Government (Natural Resources Department)	\$1,000.00
Saskatchewan Wheat Pool	500.00
Saskatchewan Federated Co-operatives	100.00
Horse Marketing Co-operative	100.00
Saskatchewan Co-operative Creameries	50.00
Saskatoon Dairy Pool	25.00
United Grain Growers Limited	100.00
United Farmers of Alberta	50.00
Alberta Farmers Union	75.00
Manitoba Federation of Agriculture	10.00

Respectfully submitted,

FRANK ELIASON,
Secretary

HUDSON'S BAY ROUTE ASSOCIATION

Statement of Income and Expenditure for the 10 months
ending 31st December, 1948

INCOME

Memberships:

Individual	\$1,196.00
Private Business and Corporations	4,426.20
Boards of Trade	1,103.00
Chambers of Commerce ..	90.00
Rural Municipalities	1,585.00
Villages	80.00
Towns	105.00
Cities	275.00
U. F. C. Locals	40.00
Co-op. Associations	350.00
Wheat Pools, \$500; Com- mittees, \$35.00	535.00
Alberta Farmers' Union \$75.00; U.F.A., \$50.00	125.00
Province of Saskatchewan:	
Natural Resources Dept. ..	1,000.00
	\$10,910.20
Donations	2.00
Interest on Savings	32.06

TOTAL INCOME	\$10,944.26
Bank Balance, 1st March, 1948	681.16
Cash on Hand, 1st March, 1948	55.00
To Account For	\$11,680.42

HUDSON'S BAY ROUTE ASSOCIATION

Statement of Income and Expenditure for the 10 months
ending 31st December, 1948

EXPENSES

Honorarium — Secretary	\$ 480.50
Office Assistance	671.30
Travel — President	218.82
— Secretary	44.35
Directors' Fees and Expenses	832.25
Organizers' Salaries and Travel	2,876.64
Literature	1,026.34
Postage	194.31
Stationery	195.92
Office Supplies	222.58
Telephone and Telegraph	67.93
Broadcasting	74.00
Exchange	43.01
Commission	113.46
Convention	100.50
Convention Report	545.13
Luncheons	61.50
Presentations	48.18
Advertising	35.00
Hudson's Bay Excursion	268.65
Buttons	59.49
Audit	12.50
Unemployment Insurance	63.77
Miscellaneous	20.51
TOTAL EXPENSE	\$ 8,276.64
Bank Balance, 31st December, 1948	3,403.78
Accounted For	\$11,680.42

We have examined the accounts of the Hudson's Bay Route Association for the ten months ended 31st December, 1948, and certify that the above statement of Income and Expenditure is correct.

FERGUSON, HARRIS & FINGARSON,
Chartered Accountants.
By: G. E. M. Harris.

Saskatoon, Sask.
6th January, 1949.

The Secretary read a telegram from Mr. Peter Dalgliesh, extending greetings, and from Vice-President, Mr. J. M. Henderson of Regina, extending greetings and advising that due to illness he was unable to be present.

The President named the following to the nominating committee: Messrs. A. J. Hansen, Prince-Albert; J. Knox, Moose Jaw; J. S. Woodward and Professor Manly Chaplin, Saskatoon, and for the Resolution Committee, Messrs. Cameron McIntosh, North Battleford; S. N. MacEachern, Saskatoon, and Charles Pachal, Yorkton. The Convention adjourned for luncheon at 11:45.

AFTERNOON SESSION

The Convention was favored by an Address by Hon. J. H. Brockelbank, Minister of Natural Resources (Saskatchewan). Mr. Brockelbank referred to the living conditions among the natives in the far North, past and present, and quoted from "Canada and Its Provinces", Volume 19, Prairie Provinces, page 210, as follows:

"The demands of the half-breeds were not confined to patents. They complained that they were charged dues on timber, rails and firewood required for home use; that settlers were not allowed to perform their breaking and cropping on pre-emptions in lieu of their homesteads, that the North-West suffered in the matter of contracts for public works and supplies; that direct communication with Europe via Hudson Bay was denied the West; that settlers were exposed to coercion at elections; that the North-West was treated as a mere appendage to Canada; that the territories were under a government that had been temporary for fifteen years and were refused the administration of their resources, etc.

Their Bill of Rights asked for the partition of the territories into provinces; the sale of one-half million acres of dominion lands for building schools, hospitals, etc., for the half-breeds and for the purchase of seed, grain, and agricultural implements; the reservation of a hundred townships of swamplands to be distributed during the next 120 years to their children; money grants for religious institutions; better terms for Indians—all beside the extension to all half-breeds of land grants of 240 acres.

There had been, said Mr. Brockelbank, due mainly to government policy and assistance, many improvements in the North land but he stressed the urgent need for Extension of Transportation Services. The provincial government was extending roads Northward and improving existing roads. An airplane service had been established, educational and health services were being extended and improved but this did not meet requirements and he urged

extension of railways Northward at many points, notably St. Walburg and the Carrot River district.

There were also certain gaps in existing lines that should be bridged. It was the considered opinion of the minister that unless and until railway services were extended, the development of natural resources and discovery of new wealth would be definitely held back. Mr. Brockelbank's address was well received and he answered numerous questions which indicated keen interest in the development of natural resources in the North areas of the Prairie Provinces.

Hon. L. F. McIntosh, Minister of Municipal Affairs and Co-operative Development, in a brief address stressed the importance of the Hudson Bay Route to the western economy and complimented the Association upon its worthwhile work. Mr. McIntosh also referred to the assistance that his department had been able to render through the office of the Director of Trade Services and the Freight Service Division which he understood was greatly appreciated by the Association. He welcomed the co-operative attitude of the Hudson Bay Route Association and pledged continued support in all efforts to develop the Hudson Bay Route.

The President—I wish to express the appreciation of this Convention and of our Association to the Ministers for their interesting and inspiring addresses. The government has always been ready and willing to help in our efforts to develop the Hudson Bay Route to its full use. Not only have we received financial assistance, but their various departments have provided technical and statistical services without which we should have been handicapped in our work. In order that this Convention shall have some knowledge of the nature of the assistance referred to I will now call upon Mr. W. J. Hansen, Director of Trade Services, to address the Convention. Mr. Hansen.

Mr. Hansen—Ladies and Gentlemen: I have prepared a somewhat lengthy report showing the different freight and ocean rates charged to shipments via Port Churchill as compared with other Canadian ports. It will not be possible in the time at my disposal to go fully into details, but copies of the report are available by writing to my office in Regina. It is a pleasure to work in co-operation with your Association, furthering the development of the Hudson Bay Route. I shall deal with the matter of imports via Churchill in which we are all interested.

Value and Volume of Traffic

In the 1948 season of navigation on the Hudson Bay Route, the estimated value of the goods imported amounted to \$420,415,000. Inward cargo was carried by the "S. S.

North Anglia", operated by R. S. Dalgliesh Limited, Newcastle-on-Tyne.

Direct imports to Saskatchewan via Churchill in 1948, represented approximately one-third of the total direct imports to Saskatchewan from the United Kingdom.

The inward tonnage, in 1948, amounted to 880 tons as compared to approximately 400 tons in 1947. The inward tonnage, prewar, amounted to approximately 1,000 tons of merchandise. Due to the 21 per cent increase in freight rates, in 1948, there has been an increase in the differential of freight charges saved via Churchill to Saskatchewan centres. Volume of traffic in 1949 can therefore be expected to reflect this possibility of increased savings in freight charges on imports via Churchill.

Savings in Freight Charges

The total cost of railway freight charges on 878 tons, 1,483 pounds of merchandise, from Churchill to points of destination in the Prairie Provinces amounted to \$29,455.39. The same bill of goods, if moved from Montreal, by cheapest means via lake and rail, would have cost importing firms a total of \$43,416.97. The net total saving to prairie business firms on freight charges via Hudson Bay Railway has, therefore, amounted to approximately \$13,960.00. This sum is equivalent to an average of 32.0 per cent of the Lake and Rail charges from Montreal to point of destination on the prairies, or an average of 3.3 per cent on the cost value of the imported merchandise.

Importers in Saskatchewan made net savings on freight charges of approximately \$12,000 in 1948, by use of the Hudson Bay Route.

The following table shows a comparison of freight charges on the 1948 imports via Churchill and Montreal.

Table I—

Comparison of Freight Charges*
on Traffic ex "North Anglia" Discharged in
August and September, 1948, via Churchill and Montreal

Destination	Via Churchill		Via Montreal		
		A R 1	R L R 2	L R 3	
Saskatchewan:					
Regina	\$10,912.31	\$16,460.45	\$15,668.55	\$15,360.77	
Saskatoon	7,486.04	12,040.50	11,628.08	11,447.17	
Moose Jaw	4,941.23	7,128.20	6,914.14	6,807.11	
N. Battleford	1,257.01	1,990.28	1,933.04	1,905.29	
Prince Albert	842.22	1,498.65	1,421.46	1,396.62	
Nut Mountain	508.47	888.67	838.71	822.74	
Swift Current	16.48	20.00	18.99	18.64	
Total	\$25,963.76	\$40,206.75	\$38,422.97	\$37,758.34	

Alberta:

Edmonton	\$ 859.36	\$ 1,301.08	\$ 1,271.75	\$ 1,251.22
Calgary	283.79	395.84	386.14	381.29
Medicine Hat	105.19	128.90	125.72	124.13
Grande Prairie	14.70	19.52	18.75	18.50
Total	\$ 1,263.04	\$ 1,845.34	\$ 1,802.36	\$ 1,775.14

Manitoba:

Winnipeg	\$ 1,268.01	\$ 1,167.53	\$ 1,198.36	\$ 1,166.96
The Pas	1,227.84	3,002.95	2,843.49	2,792.46
Total	\$ 2,495.85	\$ 4,170.48	\$ 4,041.85	\$ 3,959.42
Grand Total	\$29,455.39	\$46,038.59	\$44,267.20	\$43,416.97

* Includes terminal charges, wharfage and loading.

1 All Rail Route.

2 Rail, Lake and Rail.

3 Lake and Rail.

There was an increase in the number of points of destination of imports in 1948, as compared to 1947, several additional points being added.

Imports destined to Regina, Saskatoon and Moose Jaw, in 1948, accounted for 80 per cent of the total seasonal imports via Churchill. This performance is a reflection of the importance of these centres as main distributing points in Saskatchewan.

The volume of direct imports from other countries to Saskatchewan is small in relation to the volume of total imports from other countries which enter Saskatchewan from eastern and western ports and Winnipeg, the chief distributing centre for the prairies. The following table shows the distribution of the 1948 tonnage of import cargo according to point of destination.

Table 2

Tonnage of "Churchill" Imports, 1947 and 1948.

Destination	1947		1948	
	Tons	Lbs.	Tons	Lbs.
1. Regina	103	1,751	271	1,731
2. Saskatoon	132	1,442	253	1,578
3. Moose Jaw	16	506	178	767
4. Flin Flon	101	6		
5. Churchill			1	1,108
6. North Battleford			44	34
7. Winnipeg	12	650	32	346
8. The Pas			31	1,784

9. Edmonton	1,209	29	660
10. Nut Mountain		9	1,979
11. Calgary	698	8	170
12. Medicine Hat		3	356
13. Prince Albert	4 300	15	1,266
14. Swift Current	1,207		504
15. Grande Prairie			308

TOTALS	371	1,763	880	591
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Cost of Transportation on Saskatchewan Imports via Churchill

In order to illustrate the individual items of cost entering into the cost of transportation from factories in the United Kingdom to destination in Regina, via Churchill and Montreal, four examples from the 1948 shipping manifest are shown herewith:

Table 3—

Comparative Costs of Transportation, Churchill vs. Montreal

Item	China Ware		Semi-Porcelain Ware	
	Via Churchill	Via Montreal Lake & Rail	Via Churchill	Via Montreal Lake & Rail
	\$ Cost	\$ Cost	\$ Cost	\$ Cost
Bill of Lading	.50	.50	.25	.25
Entries	.25	.25	.25	.25
Shipping to United Kingdom Ports	.50	.50	.90	.90
Insurance	13.47	12.01*	30.84	28.83*
Ocean Freight	13.98	13.98	39.60	39.60
Rail Freight	12.50	17.07	22.90	32.30
Total Charges	\$41.20	\$44.31	\$94.74	\$102.13
Weight	504 lbs.		1,167 lbs.	
Value	\$292.00		\$402.00	
Saving in freight charges as a per cent. value	1.1%		1.8%	
	Oil Engines		Curling Stones	
Bill of Lading	.50	.50	2.00	2.00
Entries	.25	.25	.50	.50
Shipping to United Kingdom Port	23.00	23.00	55.15	55.15
Insurance	75.45	39.36*	99.15	47.23*
Ocean Freight	222.50	222.50	307.85	307.85
Rail Freight	363.10	511.79	834.69	1,163.11
Total Charges	\$684.80	\$797.40	\$1,299.34	\$1,575.84

Value	\$7,218.00	\$10,385.00
Weight	15T. 1439 lbs.	14T. 733 lbs
Saving in freight charges as a per cent. value	1.6%	2.6%

* 50 cents per \$100 value less than Hudson Bay Route.

In the case of the foregoing illustrations, taken from data on the 1948 Churchill Shipping Manifests, the net saving in cost of transportation from the United Kingdom to destination at Regina, varied from 1.1% to 2.6% of the factory value of the merchandise.

If and when marine insurance rates on cargo are brought into line with rates to Montreal, these net savings would be increased 50 cents per \$100 value or $\frac{1}{2}$ (one-half) per cent. Had insurance rates to Montreal and Churchill been equal in the 1948 season, the savings in cost of transportation and insurance via the Hudson Bay Route would have ranged from 1.6% to 3.1% of the value of the merchandise for the products used in the illustration, which can be taken to be representative of general results to be attained.

Types of Merchandise Shipped via Hudson Bay Route

In the 1948 season a total of 89 different types of merchandise were imported via the Hudson Bay Route. The range of commodities imported via Churchill in 1948, was greater than in any previous year in the operation of the Port.

Amongst the "newcomers" were a wide range of consumer goods for departmental store and mail order sales in Saskatchewan, and British motor cars destined for points as far west as Calgary and Edmonton. British diesel farm tractors also made their first appearance via Churchill.

The "standbys" in Churchill traffic continued to be "window glass", "plate glass", and alcoholic beverages for the liquor boards of Manitoba and Saskatchewan. To date, the Alberta Liquor Board has not found it economical to use the Hudson Bay Route. Within the limits imposed by one inward cargo sailing, the traffic in these commodities via Churchill, can be considered as definitely established.

The long list and wide range of commodities of less than one ton, weight or measurement, per item, imported in 1948 via Churchill, appear to be in the nature of trial or token shipments.

Details of the types and volume of merchandise imported via Churchill, grouped by points of destination in

the provinces of Manitoba, Saskatchewan and Alberta, and freight charges via Churchill compared to Montreal are shown in Table 9.

Increased Freight Revenue to Hudson Bay Railway

Normally, the bill of goods imported via Churchill for Saskatchewan points, would move by C.P.R. steamship to the Head of the Lakes and by C.P.R. rail to destination. Imports via Churchill, therefore represent a gain in freight revenue for the C.N.R. (Hudson Bay Railway). In 1948, these increased earnings amounted to nearly \$30,000.

~~This business has been secured by the C.N.R. without any special solicitation costs to date.~~

Equalization of terminal charges, at 4 $\frac{3}{4}$ cents per 100 lbs., revision of the Hudson Bay Railway freight structure to permit competition between Churchill to Winnipeg with Montreal, Lake and Rail, and traffic solicitation by the Hudson Bay Railway, would provide prospects for increased freight revenue to the C.N.R.

Forwarding Agents

During the 1948 season, forwarding arrangements in the United Kingdom were carried out by Thos. Meadows and Company Limited and R. S. Dalgliesh Limited.

-Agent at Churchill for the shipping company, R. S. Dalgliesh Limited, was the Montreal Shipping Company Ltd.

Information on the Hudson Bay Route

Information, including ocean cargo rates, regarding sailing dates, etc., supplementary to information available from shipping company and agents, is also available from:

Director, Trade Services,
307 Legislative Building,
Regina, Saskatchewan.
Phone 29471.

Agent General,
Sask. Government,
6 Shaftesbury Villas,
Allen Street,
London W8, England.

Mr. J. W. Page, representing the Saskatchewan Government Insurance office, addressed the Convention upon the subject of Marine Insurance.

Mr. Chairman, Mr. Hansen and Gentlemen:

I would first of all like to express, on behalf of Mr. Allore, manager of The Saskatchewan Government In-

insurance Office, his regret that he cannot be here at this time to address this meeting, due to previous commitments. Speaking for myself, I welcome this opportunity of having the privilege of giving to you what is possible of my office's attitude at present in respect to the use of the Hudson Bay Route.

We have followed with much interest, efforts over the past years to develop the use of this Route, and would like to congratulate your fine, progressive Association for the work it has done and is continuing to do in this connection. We realize and concur with the many advantages to the people of the province of Saskatchewan, and the neighboring provinces of Alberta and Manitoba, of increasing the use of the Port at Churchill with its fine harbour and elevator, not to speak of a route which is approximately 1,000 miles shorter. I might say that we are whole-heartedly behind the effort of the Association in its efforts, and look forward to some future date in the not too distant future when a good deal of good quality merchandise comes to us through Churchill, at a saving to the consumers.

I imagine that you are probably most interested in hearing me at all about the attitude of my office as respects import rates on commodities which may be carried over the Hudson Bay Route, and also rates on the hulls of the vessels carrying these commodities. We realize, of course, the attitude of hull and cargo Underwriters of other Insurers who, in the past and to the present time, have placed restrictions on the use of Churchill through high rates and time limits for entry and accidents from that Port. It is our own feeling that the modern aids of navigation presently in use, such as radio, direction finding stations, gyro compasses, patrol ship assistance, and lights along the Hudson's Strait, give an optimistic and realistic aspect which cannot be denied, and which will be reflected in the rates which my office have constantly under scrutiny, and which when complete, will, I feel sure, please all members of the Association, by their fairness in comparison to rates charged by other Insurers.

At the present time, we cannot see our way clear to agreeing to the same rates for Churchill shipments as are presently used by Marine Insurers for shipments to Eastern Canada ports. From a Marine Underwriter's point of view, there is still a speculative element on Hudson Bay sailings, due to the small number of voyages per season meaning that one casualty will absorb many times over premium secured, not only for one season, but for many seasons. It should be understandable by everyone that, in order to continue reduction in rates, possibly down to the level desired by the Association, that there must be more

spread in the risk by means of a steadily increasing number of ships using the route and carrying a steadily increasing amount of cargo, rather than coming in ballast as is often the case. You can be assured in any event, that even now, when only a handful of ships are bringing in limited quantities of commodities through Churchill, we are willing to give lower rates than are presently prevalent in the market today.

It is, I think, pretty well established, that with the exception of fog and ice, there are no unusual or serious obstacles to navigation by the Hudson Bay Route, but these two factors of fog and ice, and particularly the latter, are of major importance in any decision we may make regarding the extension of insurance coverage to apply to shipments entering Hudson's Strait before August 5th, or leaving Churchill for a trip through Hudson's Strait after October 10th. Although it has been said, even by men who pilot ships through the Bay and Strait, that navigation could possibly be carried on for nearly double the present period, allowable under insurance regulations. It is also a fact that each year is not necessarily the same as the year before as respects ice conditions and the only consolation we can offer you at this time is that we will take each year on its own individual merit, securing from all possible sources, all information we can regarding ice condition, well in advance of possible sailings of vessels from England, so that if possible, their entries into the Strait may be made prior to August 5th. The same thing goes as respects sailings out of Churchill which might be required after the normal end of the navigation season under usual insurance requirements.

I might give you a thought or two in connection with the type of insurance policies which may be obtained as respects not only cargo shipments, but also hull. Speaking first of all of cargo shipments, it is possible for an individual policy to be obtained for each shipment, but it is our sincere suggestion that anyone desiring coverage on cargo shipments, even if from more than one exporter, take out what is known as an Open Policy. This form of contract automatically covers all shipments made to an Insured without our office being advised prior to sailing date of carrying vessel or vessels, and all that is necessary is that the Insured make entries on declarations provided by the office after the goods have been delivered to their ultimate destination; these declarations being forwarded to the office at the end of each month, and the premium charges then made in accordance with an agreed schedule of rates which are part of the Open Policy contract. It might also be mentioned that the "Open Policy" is issued for no initial premium. The extent of coverage

which we can offer you in this connection is the "All Marine Risks" from which is, we believe, the best that can be obtained from any source at the present time. As respects insurance on hull, separate policies must be issued in each case, and here again, we are prepared to offer the best possible coverage.

In connection with the cargo shipments, it might also be mentioned that we would be willing to extend the Marine Coverage to apply from warehouse to warehouse, that is, from any inland point in the British Isles to its final destination inland, such as Regina.

In view of the warehouse-to-warehouse-extension, it is urged that all importers request that the British shippers quote on an F.O.B. factory basis, rather than an F.O.B. port basis.

I hope that the foregoing will have proved to be of interest to you, and you may be sure that any enquiries we receive at the office relating to rates and coverages will be welcomed and promptly looked after.

A hearty vote of thanks was extended to the speakers for their splendid informative addresses.

It was decided to hold the next Annual Convention at Prince Albert. A list of the officials elected by the Convention will be found inside of front cover.

The Convention adjourned at 5:45 p.m.

EVENING PROGRAM

The Provincial Government and the Prince Albert Board of Trade tendered a banquet at 6 p.m. A public meeting was held in the Orpheum Theatre under the auspices of the Association and with the most enthusiastic support of the Board of Trade. The speaker was the noted author and explorer, Mr. Vilhjalmur Stefansson. In an address which will long be remembered by the large audience Mr. Stefansson outlined conditions in the Arctic with which he is so familiar, and congratulated the Association upon its effort to develop the Great North. His address was much appreciated and the Hudson Bay Route Association has been highly commended for bringing such an outstanding lecturer to address the Convention. Mr. Stefansson also addressed a mass meeting of teachers and pupils in Prince Albert and a Convention of Forestry Personnel. He was also guest speaker at the annual meeting of the Board of Trade in Saskatoon; spoke at the University and Normal School and at several functions in Regina, and the Board of Trade at Flin Flon. Thus the Association was instrumental in spreading knowledge of the importance of the undeveloped natural resources in the North and creating interest in the development of the Hudson Bay Route.

Resolutions

Resolved,

- (1). That this Convention request the Provincial Government to again sponsor an Excursion to Churchill this year and to provide for two full day's stay at the Port. We further urge upon the Government to if possible organize Excursions to Europe and from the U.S.A. to Churchill via the Hudson Straits and the Maritimes with stop-over at St. John's, Newfoundland.

- (2). Whereas Canadian Wheat Board by agreement with the Elevator Companies pay a diversion charge of one cent per bushel up to July 31st, and 1½ cents per bushel after July 31st, for all wheat shipped from local elevators to the Port of Churchill. And whereas there is no such charges against shipments of Wheat to Terminals at the Head of the Great Lakes.

Therefore this Convention protest against the imposition of such diversion charge which is detrimental to the development to full use of the Hudson Bay Route.
Tabled—Pending further inquiry.

- (3). Whereas shipments of Wheat via Churchill is extremely difficult because of lack of sufficient Storage for Grain at the Port and in the Farm Areas tributary to Port Churchill to guarantee that Wheat is in position to fill all Cargo space upon arrival which may be secured.

Resolved that this Convention urge upon the Federal Government and the Canadian Wheat Board to provide the necessary Grain Storage facilities to permit the Shipment of Grain via Churchill to the full capacity of the Grain handling facilities at that Port during the Navigation Season.

- (4). Whereas the time is near when the Western Farmer will find it necessary to search for Markets for Agricultural surpluses which can not be satisfactorily disposed of in Foreign Markets.

And whereas there is a potential market in the Maritimes and Newfoundland for the Products of Agriculture.

Resolved. That we request the Federal Governments and the Provincial Governments in the Western Provinces to take whatever steps may be necessary to Organize Shipping between Churchill and Newfoundland and Maritimes Ports with a view to promoting a two-way traffic along the Eastern Canadian coast line.

- (5). Resolved. That our Executive continue to press for a lengthening of the Navigation Season and a lowering of Marine Insurance Rates in line with Rates in effect on other Export Routes.

- (6). Whereas purchase of British Goods by Canadian buyers is difficult because of a lack of direct representatives of British Trade and display of British Goods in the West.

Therefore be it resolved that the Western Policy Committee take immediate steps to secure British Trade representatives and Display Depots for British Goods in the Western Business Centres.

- (7). Resolved. That this Convention urgently request the Western Policy Committee to inquire thoroughly into the following:

1. The contract between the Dominion Government and the C.N.R. governing the operation of the Hudson Bay Railway.
2. The possibility of Development of Natural Resources including the Fishing Industry tributary to Churchill.
3. Labor condition, Education and Health Services and the question of securing permanent building sites for business and residence purposes at Churchill.
4. All other matters having a bearing on the successful development on the Hudson Bay Route.

Resolutions Arising Out of the Address by W. J. Hansen

Resolved that

- (8). The Hudson Bay Route Association suggest to insurance underwriters the desirability of placing insurance rates on the Hudson Bay Route, for the period of August 5th to October 10th in line with those for the Gulf of St. Lawrence to Montreal.
- (9). The Hudson Bay Route Association suggest to insurance underwriters, as practicable and feasible, that the present scale of hull and cargo insurance rates in effect from August 5th to October 10th be extended to apply to the period July 23rd to August 5th and from October 10th to November 10th.
- (10). That the problem of slob and slush ice at Churchill be brought to the attention of the National Harbors Board and the Dept. of Transport, Ottawa, for study and action.
- (11). That the National Harbors Board, the Dept. of Transport and the Canadian Wheat Board be requested to plan and secure a full scale test of the Port of Churchill at an early date.
- (12). That the Hudson Bay Route Association make representations to the Hudson Bay Railway for such a re-

vision of freight rates as will promote increased freight movement from Churchill to Winnipeg and other prairie points.

- (13). The Hudson Bay Route Association bring to the attention of shipping cargo in the United Kingdom the reports and information available on the Hudson Bay Route from the Dept. of Mines and Natural Resources and the Dept. of Transport, Ottawa.
- (14). The Hudson Bay Route Association continue to bring the route to the attention of U.K. authorities, because of the importance of savings to be made in Canadian dollars in shipping wheat ex-Churchill.
- (15). That the Hudson Bay Route Association request the Dept. of Transport to make provision for solicitation of traffic in the U.K. and Canada for the Hudson Bay Railway.
- (16). That the Hudson Bay Route Association request Boards of Trade, co-operatives, private business firms and the press in the prairies to support and promote two-way trade with Britain to compliment the efforts of the U.K. trade commissioners and Provincial Government agencies.
- (17). Resolved that we request the Canadian Wheat Board to ship all wheat for export grown in the area with a differential favoring Churchill via the Hudson Bay Route through Churchill.—Carried.
- (18). Whereas it is desirable that all organizations interested in the development of the North and particularly the Port of Churchill be given an opportunity to take part in such development, and
Whereas the only railway serving Churchill is the Canadian National,
Therefore be it resolved that the Association petition the proper authorities to give the Canadian Pacific Railway running rights over the Hudson Bay Railway.—Carried.
- (19). Whereas Canada is depended on the Export Market for the disposal of its surplus Agricultural Products and

Whereas Great Britain as an importing Nation is our best potential Market and

Whereas Great Britain's ability to purchase Canadian Agriculture Products is largely contingent on the procurement of Canadian Dollars by the sale of British Manufactured Goods in Canada and

Whereas there are a number of factors such as Tariff and Dumping duties hampering the sale of British Goods on a competitive basis and

Whereas cost of Transportation also further aggravate the situation any reduction in such charges would partially overcome the handicap mentioned and

Whereas use of the Port of Churchill would reduce the Rail Haul on Imported Goods considerably.

Therefore be is resolved that the Dominion Government do all in its power to encourage the use of the Port of Churchill by lengthening the season; or by any other means that will result in increased utilization of the Hudson Bay Route.

(20). Whereas, it is planned to Import Coal via Churchill, and Whereas the equipment is insufficient to handle Coal in any quantity.

Be it resolved that we urge the Dominion Government to install adequate equipment for the expeditious unloading of Coal at Churchill and also scales for weighing.

Join the Hudson Bay Route Association

You can help us make the dream of a practical Hudson Bay Route come true by taking out a Membership in the Hudson Bay Route Association.

Personal Membership	\$ 2.00
Business Houses	5.00

Affiliated Membership

Rural Municipalities	\$25.00
Cities (minimum)	25.00
Towns (minimum)	10.00
Villages	10.00
Locals of United Farmers of Canada	5.00
Agricultural Societies	5.00

Co-operative Committees—

(Wheat Pool and Consumers)	10.00
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Boards of Trade—

Cities (minimum)	25.00
Towns and Villages	10.00

For information write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 921 Avenue "F" N., Saskatoon, Saskatchewan.

"BUY BRITISH"

Port Churchill

"You have all heard of the two major ports and routes of Canada, the St. Lawrence with Montreal its head for ocean traffic on the East Coast, and Vancouver on the West Coast. Many of you may not know of the third and, to my mind, equally important port of entry into Canada—that of Churchill in the Hudson Bay.

"If you look at your maps you will find that this port, though it is no farther from England than Montreal, yet is some 25 degrees of longitude farther west. The port was first discovered in the seventeenth century, but, as far as we here today are concerned, its present history really dates from 1931, when the railway from the Prairie Provinces of Manitoba and Saskatchewan was completed and a large elevator for storing and handling grain was also built.

"It was in that year that my firm sent in two ships in ballast to bring cargoes of grain from Churchill to the U.K. and the Continent. Since then it has been used annually for the shipment of grain except during the war years when convoy difficulties precluded its use. In 1932 we carried the first cargo westbound to Canada from this country through Churchill and since then each year we have been carrying westbound cargo, again except during the war years.

"The port itself is comparatively easy to enter and leave. It has three berths for loading grain and one berth for general cargo. It has the most modern grain elevator in the world with a capacity of about 60,000 tons. All classes of cargo are handled expeditiously. At first it was feared that ice would come down into the Straits at the end of the season before it appeared either in the port or in the Bay and therefore there would be a danger of vessels being imprisoned in the ice over a very long period.

"However, as a result of observations over the last sixteen years it has been found that ice never appears in any volume in the Straits before the port of Churchill itself is frozen up. Therefore the Captain of the ship has no worry about what he has to go through on his return passage provided he can move his ship in the port.

"Several of my Captains have expressed the opinion that they would prefer to navigate a ship to and from Churchill rather than up and down the St. Lawrence. In fact, we had the experience prior to the war of one of our vessels doing a Churchill round trip without any trouble and being wrecked in the St. Lawrence on her following voyage."

From an address on the development of the port before the Junior Chamber of Commerce, New Castle on Tyne, England, by Mr. Peter Dalgliesh, President of Dalgliesh Shipping Co.

On the Road to Hudson Bay

By C. W. Sampson, Saskatoon

On the Road to Hudson Bay,
Where the Churchill holds full sway,
You can hear the rip tide rushing
Past the Old Fort on the Bay.
At Sloop Cove on the Bay,
Where the ships of Hudson lay,
The names and dates recorded
Of explorers of the Bay,
On the stones across the way.

Refrain

At Churchill on the Bay
You seem near the milky way,
And you hear the northern lights
Although a thousand miles away.
On the road to Hudson Bay,
Where the white whales sport and play
And the tide comes in like lightnin'
From the straits across the Bay.

On the Road to Hudson Bay
Where the pine and hemlock sway
And Kettle Rapids thunder
High above the foam and spray.
On the road to Hudson Bay.
Where we transport grain and hay,
You can hear the engines puffing
Through Gillam on the way,
Back and forth from Hudson Bay.

(Tune: "The Road to Mandalay.")

